

# The Great Lakes and Their Place in World Commerce

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THE commerce of the West has outgrown its transportation facilities. To say that is to repeat a truism. It is made evident by the continual series of freight blockades and embargoes extending over a term of years and growing more and more acute. At the same time the West has passed the pioneer stage, has emerged from the period when it was dependent upon extractive industry, and is ready now for a great industrial development if only transportation facilities will permit.

The foundation for such a transportation structure lies before us in the Great Lakes system, an inland system upon which a movement of ninety million tons a year of inland commerce has already been built up. The extension of this unique system of inland waterways to the ocean will accomplish all that is desired for the Middle West: first, in restoring the equilibrium to our unbalanced system of transportation and so relieving the continuous blockade; and second, by giving the communities bordering on the lakes and the great producing region back of them the opportunity which is their right to take part in the commerce of the world and to work out their own salvation according to their native energy and resources. It is a right which is only potential as long as the Great Lakes are landlocked. It is an opportunity which is frustrated as long as their commerce must be forced through the narrow funnel between the foot of lake navigation and the seaboard.

A way by which ships can pass back and forth between lakes and ocean is the one solution. Whatever assistance may be given by a barge canal—and I have no inclination to disparage that as an instrument of traffic—it will not solve this problem. It leaves western commerce still burdened by the cost of transfer from vessel to barge, and if the goods are to be exported, a second transfer from barge to vessel, and the canal has, after all, limited capacity.

The most assistance that can be given by a barge canal is no more than could be obtained by adding another pair of tracks between the foot of lake navigation and the seaboard. The cost of transfer is a more serious objection.

Recent studies by leading engineers show that the terminal cost is the determining factor in transportation. The papers by Charles Whiting Baker, editor of the Engineering News Record, go very thoroughly into that. Mr. Baker points out that "terminal expenses have become today the chief factor in transportation cost everywhere, save in very long distance shipments. The cost of breaking bulk and of terminal handling is the big item in transportation costs today, while the

cost of the actual transport per mile by either rail or water has sunk to an exceedingly small amount."

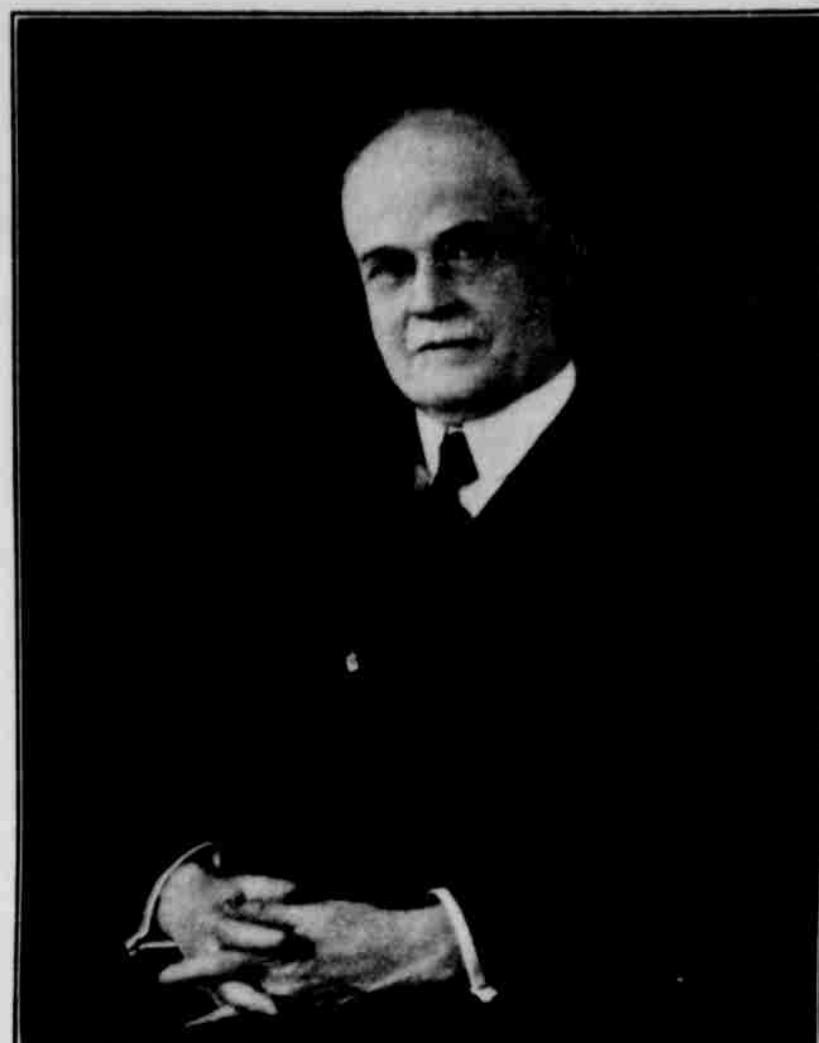
To subject western commerce to cost of transfer either by rail or by barge canal is to deny the right of western communities to realize their economic possibilities. A shipway between the lakes and the ocean is the one adequate solution.

The St. Lawrence offers the one practical route for a shipway to the sea. It is the logical and natural route. It is the route which can be improved at the least expense. It offers no difficulties in maintaining a water supply. To other routes that have been proposed, objections have been made that the cost would be prohibitive, the engineering difficulties, enormous, and the water supply for the summit level difficult to maintain. In one instance it has been proposed that the water shall be pumped from Lake Ontario to feed the canal, and that the same water shall be used to develop an enormous water power. Not all the plans are so fantastic as that, but every project for a ship channel across country has some fatal weakness.

A ship canal of any extended length is inherently impossible for traffic. Ordinary vessel speed is about twelve miles an hour. The lake carriers run from Chicago to Buffalo in three days, nearly nine hundred miles. From Duluth to Buffalo, nearly a thousand miles, the lake run is made inside of four days. In a restricted channel, vessel speed must be throttled down to six miles an hour. At bends or at meeting points speed must be further reduced to four miles. In fact four miles an hour is the limit in any but the widest reaches of a canal system.

A vessel whose time is worth \$2,000 a day cannot afford to dawdle through a long canal at that rate. The projectors of the New York state barge canal satisfied themselves upon that point so completely that, without regard to cost or engineering difficulties, they rejected the idea of a ship canal across New York on the ground that if it were built it would not be used by ships. For this reason also, the Canadians practically abandoned the Georgian Bay route.

The conspicuous merit of the Great Lakes-St. Lawrence chain of communication is that it has ample sea room from the head of lake navigation to the ocean, except in a very few connecting passages. From Lake Superior to the foot of Lake Erie there is only ten miles of confined channel and only a few stretches between Lake Huron and Lake Erie where the channel is at all restricted. From Chicago to the foot of Lake Erie there is no confined channel and only slight modification of ordinary vessel speed in the Detroit River and St. Clair Flats. Between Lake Erie and Lake Ontario there will be, when the New Welland is finished,



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less than 25 miles of confined channel. Between Lake Ontario and the ocean there will be again something less than 25 miles of confined channel. The rest of the course vessels may make without hesitation or delay, moving as freely as they do in the boundless waters of the sea.

In fact, the entire distance in which a vessel must move through confined channels between the head of lake navigation and the ocean is somewhat less than the artificial channels of the River Elbe between the North Sea and the great port of Hamburg, hardly more than the artificial channel which extends the port of Liverpool to the inland city of Manchester.

What we advocate is not a canal but such rectification of the St. Lawrence as will drown the rapids and, with no more delay than is necessitated by the passage of the locks at the Soo, permit free vessel movement between the lakes and the ocean. When that has been done the communities bordering the lakes and the great producing region back of them will have ample outlet for their commodities.

And the volume of traffic will not be hampered by the insufficiency of regular line vessels during rush periods. All the fleets of the seven seas will be available. The system of transportation is thus flexible infinitely beyond the capacity of a railroad or canal which cannot increase and reduce its rolling stock or floating equipment at will. Of even wider significance is the ability of these communities that border the lakes to draw raw materials from any part of the world for the creation of manufactured commodities to be distributed along short transportation lines for the consumption of this region whose production is adding so greatly to the world's wealth.

## Religion, Not Politics, Won for Raspoutine the Czarina's Friendship

Brussels, Belgium, Mar., 1920.

"THE Truth About the Russian Imperial Family" is the title of a brochure to be published soon by V. M. Roudnieff, substitute for the public prosecutor of the tribunal of Ekaterinoslav, who was detached by order of Kerensky from a commission to inquire into abuses committed by former ministers and officials, and charged especially to conduct the investigation of the royal family.

Numerous have been the accounts of the private life of the Emperor and his consort. Many are devoid of truth and circulated merely for gain. The calumnies, that are a blot on the memory of Marie Antoinette and others that were circulated for the popular reading public of their time, are repeated in a more recent age, and historians of the future as of the past will have the task of trying to absolve these personages. No one could be better qualified than M. Roudnieff to clarify the incident of Raspoutine. He has done so. He has made clear other things. He finished his task. It ended with admiration and respect for the unfortunate Czar and Czarina. Here is what the man who was destined to be the accuser of the royal family has to say:

"Being assistant to the prosecutor of the arrondissement of Ekaterinoslav, I was called on March 11, 1917, by order of Minister of Justice Kerensky, at Petrograd, to the extraordinary inquiry commission charged with investigating abuses committed by ministers, superior chiefs and high officials of the former administration.

"At Petrograd, working on this commission, I was especially charged with seeking the sources of irresponsible influences at the imperial court. This section of the commission was named 'Inquiry into the group of facts called occult influences.'

"The work of the commission extended until the end of August, 1917. At this time I sent a report at the end of which I announced my resignation. The reason was the effort of the president of the commission, the attorney Mouravieff, to have me act in a criminal way. My situation as delegate, having the powers of a commissary of inquiry, gave me the right

to make any investigation where circumstances warranted, and to question those guilty, etc.

"With the idea of throwing light completely and impartially on the actions of all persons designated, either in the press or by public rumor, I examined all the archives of the winter palace, the palaces of Tsarskoe-Selo and Peterhof, the grand dukes and the papers found at the time of the investigations at the homes of Bishop Barnabe, Countess C. C. Ignatieff, Doctor Badmaeff, B. R. Voieikoff and other dignitaries of the court.

"During the inquiry special attention was given to the persons and actions of G. E. Raspoutine and Madame Viroubova as well as the relations existing between the imperial family and the court of Berlin."

M. Roudnieff says he had great presumption against Raspoutine but "a very careful and impartial investigation" obliged him to admit that the rumors and newspaper stories were far from the truth. He does not deny that he had influence at the court and continues:

"Let us admit it according to all the documents examined. It is certain he exercised a very great influence over the imperial family and that the primary cause of influence of Raspoutine at the court was the profound religious sentiment of their majesties and their sincere conviction of the righteousness of Raspoutine, the unique advocate of the Czar, his family and of Russia before God."

M. Roudnieff affirms that he found nothing in support of the assertion that Raspoutine was the center of German espionage in Russia. The Czar's friendship for France was proved on many occasions and reports to the contrary are regarded as revolutionary calumnies. After having spent months in reading letters and documents and questioning those who lived in the intimacy of the court, M. Roudnieff writes:

"The moral figure of the Czarina Alexandra Fiodorovna appeared clearly in the correspondence with the Czar and with Mme. Viroubova. This correspondence in French and English was marked by great love

for her husband and children. The Czarina occupied herself personally with the education and instruction of their children, with the exception of

quite special branches. In this correspondence the Czarina mentions that the children must not be spoiled by presents nor should the passion for luxury be encouraged.

"The correspondence at the same time bears the imprint of great religious feeling. Often in these letters to her husband, the Czarina describes the impressions felt during religious services which she attended and speaks frequently of her entire satisfaction and moral repose after an ardent prayer.

"It is to be noted that in all this voluminous correspondence there is hardly any allusion to politics. The correspondence has an intimate and familiar character. The passages in these letters in which Raspoutine is mentioned enlighten sufficiently as to the relations of the Czarina and this man. She considers him as a preacher bringing the word of God, as a prophet praying sincerely for the royal family. In all this correspondence which covers nearly ten years, I found no trace of any letter written in German. I found out, moreover, on questioning persons admitted to court that long before the war the German language was not used.

"Regarding the reports circulated on the subject of the exclusive sympathy for the Germans and the presence in the imperial apartments of a wireless apparatus in communication with Berlin, I personally investigated very carefully in the royal apartments and found nothing of the kind nor any trace of any relations with the Germans.

"As to reports of exclusive benevolence regarding German wounded, I was able to find that the attention shown by the Czarina toward the German prisoners and wounded was no greater than that shown the Russian wounded. Because of the heart trouble of the Czarina, the family of the Czar led a retired life. This necessarily developed in the Czarina the religious sentiment and home life. It finished by becoming predominant with her. This entirely religious inclination was the sole cause of her veneration for Raspoutine."